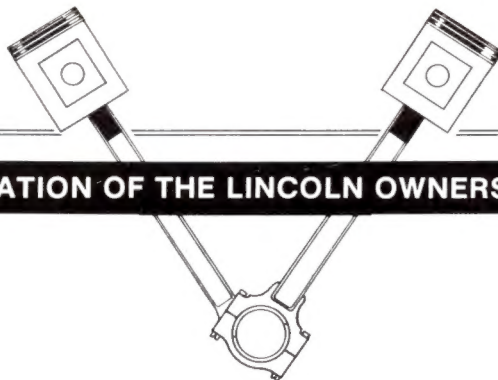


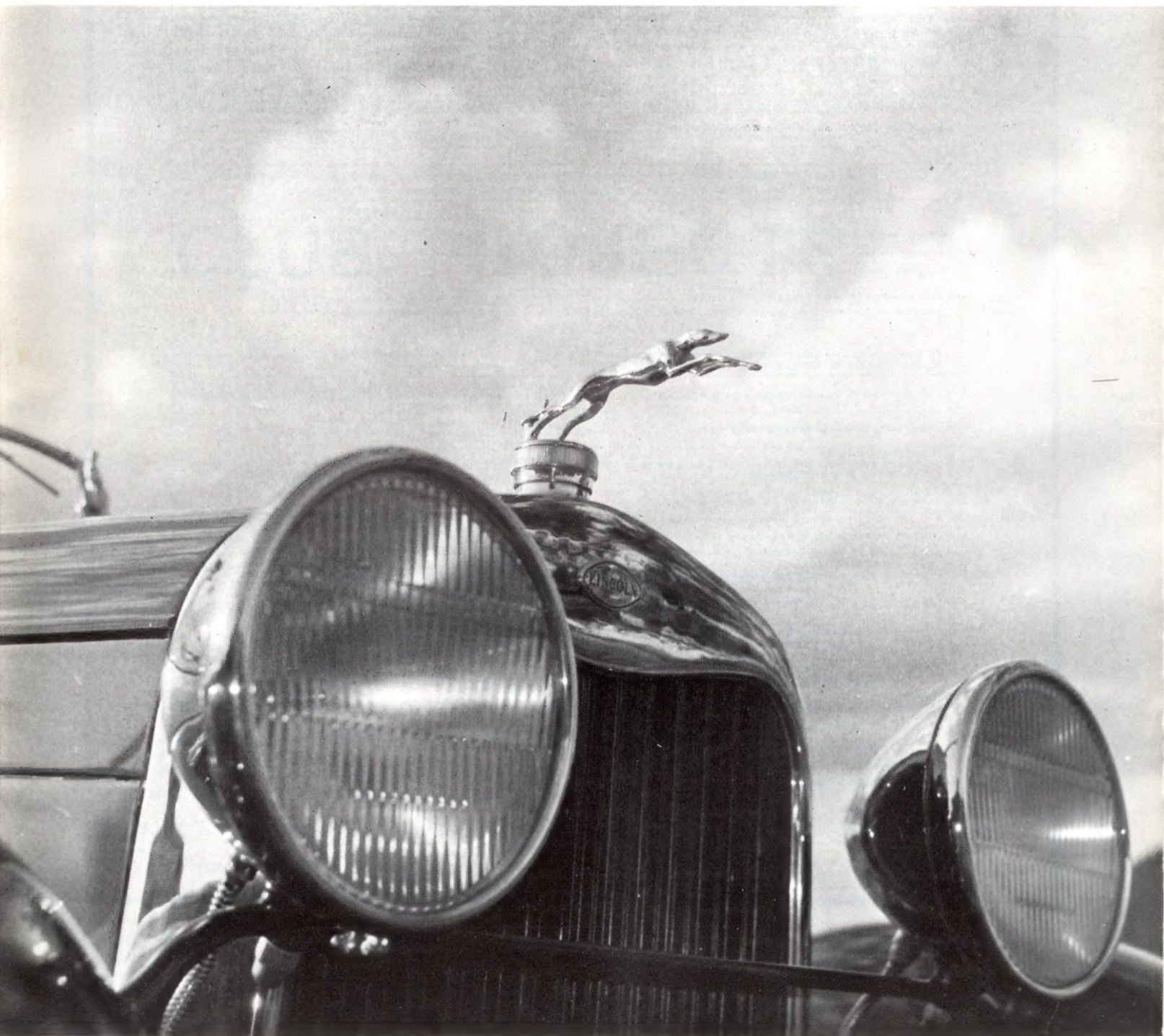
# *The* FORK *and* BLADE



THE PUBLICATION OF THE LINCOLN OWNERS' CLUB, INC.

SEPTEMBER-OCTOBER

VOLUME 15, NUMBER 5





U.S. POSTAL SERVICE <b>STATEMENT OF OWNERSHIP, MANAGEMENT AND CIRCULATION</b> <small>(Required by 39 U.S.C. 3685)</small>		
1. TITLE OF PUBLICATION <b>The Fork &amp; Blade</b>		2. DATE OF FILING <b>Sept 24, 1976</b>
3. FREQUENCY OF ISSUE <b>bi-monthly</b>	A. NO. OF ISSUES PUBLISHED ANNUALLY <b>6</b>	B. ANNUAL SUBSCRIPTION PRICE <b>\$7.50</b>
4. LOCATION OF KNOWN OFFICE OF PUBLICATION (Street, City, County, State and ZIP Code) (Not printers) <b>9821 Copper Hill Rd St. Louis, Mo 63124</b>		
5. LOCATION OF THE HEADQUARTERS OR GENERAL BUSINESS OFFICES OF THE PUBLISHERS (Not printers) <b>Same as above</b>		
6. NAMES AND COMPLETE ADDRESSES OF PUBLISHER, EDITOR, AND MANAGING EDITOR		
PUBLISHER (Name and Address) <b>Sally Ann Quick 9821 Copper Hill Rd St. Louis, Mo 63124</b>		
EDITOR (Name and Address) <b>Jim Elliott 6832 Irving Ave So. Richfield, Minn. 55423</b>		
MANAGING EDITOR (Name and Address) <b>Sally Ann Quick</b>		
7. OWNER <i>If owned by a corporation, its name and address must be stated and also immediately thereunder the names and addresses of stockholders owning or holding 1 percent or more of total amount of stock. If not owned by a corporation, the names and addresses of the individual owners must be given. If owned by a partnership or other unincorporated firm, its name and address, as well as that of each individual must be given.</i>		
NAME <b>The Lincoln Owners' Club</b>	ADDRESS <b>of President 9821 Copper Hill Rd St. Louis, Mo.</b>	
8. KNOWN BONDHOLDERS, MORTGAGEES, AND OTHER SECURITY HOLDERS OWNING OR HOLDING 1 PERCENT OR MORE OF TOTAL AMOUNT OF BONDS, MORTGAGES OR OTHER SECURITIES (If there are none, so state)		
NAME <b>None</b>	ADDRESS	
9. FOR COMPLETION BY NONPROFIT ORGANIZATIONS AUTHORIZED TO MAIL AT SPECIAL RATES (Section 132.122, PSM) The purpose, function, and nonprofit status of this organization and the exempt status for Federal income tax purposes (Check one)		
<input type="checkbox"/> HAVE NOT CHANGED DURING PRECEDING 12 MONTHS <input type="checkbox"/> HAVE CHANGED DURING PRECEDING 12 MONTHS             (If changed, publisher must submit explanation of change with this statement.)		
10. EXTENT AND NATURE OF CIRCULATION	AVERAGE NO. COPIES EACH ISSUE DURING PRECEDING 12 MONTHS	ACTUAL NO. COPIES OF SINGLE ISSUE PUBLISHED NEAREST TO FILING DATE
A. TOTAL NO. COPIES PRINTED (Net Press Run)	<b>540</b>	<b>540</b>
B. PAID CIRCULATION		
1. SALES THROUGH DEALERS AND CARRIERS, STREET VENDORS AND COUNTER SALES	<b>None</b>	<b>None</b>
2. MAIL SUBSCRIPTIONS		<b>495</b>
C. TOTAL PAID CIRCULATION (Sum of 10B1 and 10B2)	<b>485</b>	<b>495</b>
D. FREE DISTRIBUTION BY MAIL, CARRIER OR OTHER MEANS SAMPLES, COMPLIMENTARY, AND OTHER FREE COPIES	<b>None</b>	<b>None</b>
E. TOTAL DISTRIBUTION (Sum of C and D)		<b>495</b>
F. COPIES NOT DISTRIBUTED		
1. OFFICE USE, LEFT OVER, UNACCOUNTED, SPOILED AFTER PRINTING	<b>50</b>	<b>45</b>
2. RETURNS FROM NEWS AGENTS	<b>None</b>	<b>None</b>
G. TOTAL (Sum of E, F1 and 2—should equal net press run shown in A)		<b>540</b>
11. I certify that the statements made by me above are correct and complete.	SIGNATURE AND TITLE OF EDITOR, PUBLISHER, BUSINESS MANAGER, OR OWNER <b>Sally Ann Quick</b>	
12. FOR COMPLETION BY PUBLISHERS MAILING AT THE REGULAR RATES (Section 132.121, Postal Service Manual)		
39 U. S. C. 3626 provides in pertinent part: "No person who would have been entitled to mail matter under former section 4359 of this title shall mail such matter at the rates provided under this subsection unless he files annually with the Postal Service a written request for permission to mail matter at such rates."  In accordance with the provisions of this statute, I hereby request permission to mail the publication named in Item 1 at the phased postage rates presently authorized by 39 U. S. C. 3626.		
SIGNATURE AND TITLE OF EDITOR, PUBLISHER, BUSINESS MANAGER, OR OWNER <b>Sally Ann Quick</b>		

# TABLE OF CONTENTS

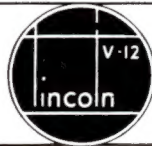
	PAGE
COVER CAR, 1928 L, 4 Passenger Sport Phaeton by Lock, owned by Robert L. Shuler . . . .	1
BOARD OF MANAGERS . . . . .	2
TABLE OF CONTENTS & CLUB PROJECTS . . . . .	3
SERVICE BULLETIN, Steering Gear, Subject #3503, FORD MOTOR COMPANY . . . . .	4
OFFICIAL COVER CAR STORY, By Robert L. Shuler . . . . .	8
BRAKES, reprint from BRAKES by CHILTON COMPANY as written by Paul Dumas in 1935 . . . .	10
HEAVY TRAFFIC . . . . .	11
REAR COVER AD, 1930 L, Two-window Berline by Judkins, ( <i>THE SATURDAY EVENING POST</i> ) Sept. 12	

## CLUB PROJECTS

1. 1924-1930 LINCOLN SERVICE BULLETINS . . . . . \$30.00
2. 1931-1935 LINCOLN SERVICE BULLETINS . . . . . 25.00
3. AUTHENTIC COVERS FOR 1924-1935 LINCOLN SERVICE BULLETINS . . . . . 5.00
4. L LINCOLN SHOP MANUAL, Available NOW . . . . . 20.00
5. 1921 LINCOLN SALES CATALOG, When Available . . . . . 5.00
6. 1931-1938 CHASSIS PARTS CATALOG, (on 4 microfiche cards) . . . . . 5.00
7. 1931-1937 BODY PARTS LIST CATALOG, (on 8 microfiche cards) . . . . . 5.00

Items #1-4,6, and 7 are available for immediate delivery. Mr. Henry Harper has been given a supply of the above items so that members can place an order with him at the time they renew (or any other time). Item #5 is still being held awaiting enough orders. Those who missed the Hershey bargain package will be unhappy to hear that the offer WILL NOT be extended. All L.O.C. reprints are sold on a money back guarantee. You pay the postage and see that the item in question is returned in the same condition as sent.





PAGE NO. 87

SUBJECT NO. 3503

## STEERING GEAR

### Adjustments

- A** Jack up front end of car.
- B** Check spindle connecting rod, drag link, wheel bearings, etc., for looseness.
- C** Disconnect drag link.
- D** Check steering wheel to be sure there is no binding.
- E** Turn steering wheel approximately one turn to right from straight ahead driving position and hold steering wheel with one hand in this position to prevent it from turning in either direction.
- F** Use the other hand to grip the steering column just below the steering wheel hub, so that side of index finger barely touches lower end of hub.

While holding the steering column as above have someone else move Pitman Arm back and forth vigorously. This will enable any end play in worm bearing to be felt at steering wheel hub.

- G** Be sure end play is felt and not confused with play or movement of steering column. If end play exists, the worm bearings should be adjusted as covered on following page.
- H** Check for excess play between roller teeth and worm. Set steering wheel in straight ahead position. Disconnect drag link from Pitman Arm. If play is felt by movement in the Pitman Arm, adjustment should be made as covered on following page.
- I** With front wheels in straight ahead position and steering wheel at mid position, drag link should be exactly the right length

to connect to the Pitman Arm without changing position of either front wheels or steering wheel—if not, pitman arm angle is wrong (see page 89).

**J** Road test car, making sure that steering wheel is at mid position when car is traveling straight ahead and that all adjustments are O. K.

### Adjustment of Steering Gear Worm Bearings

The end thrust is taken up on taper roller bearings (see worm adjusting nut, page 90). Adjustment is provided to take up end play; to do this proceed as follows:

Remove the worm adjusting nut lock screw (see page 89) also the plug (located similarly but not shown). Then, with a screw driver or punch applied to the notches in the adjusting nut which can be seen through the holes from which the lock screw and plug were removed, turn adjusting nut down (clockwise) until the endwise movement of the worm is corrected.

After adjusting, select one of the holes for locking the nut which most nearly coincides with the notch in the worm adjusting nut and insert the locking screw, and put in the remaining hole.

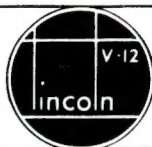
**NOTE**—Sometimes after an ideal adjustment is made, the notch in the adjusting nut will not register in the center of either locking screw hole. In such cases, NEVER tighten the adjustment, but select a position which most nearly matches—and UNSCREW (turn anti-clockwise) the adjusting nut until the lock screw can be inserted.

#### EQUIPMENT USED

LINCOLN—5-Z-880 PITMAN ARM PULLER.....\$1.20  
LINCOLN—5-Z-1269 STEERING WHEEL PULLER 6.10

#### ABOVE APPLIES TO MODELS:

**ALL LINCOLN**



SUBJECT NO. 3503

PAGE NO. 88

## Adjustment of End Play in Roller Shaft

An adjustment is provided to take up end play of the roller shaft, at the inner end of the shaft. It is located on side of the steering gear housing toward the engine. To make adjustment, proceed as follows:

Remove the locking screw and without removing the locking plate turn the adjusting screw (clockwise) until all end play is compensated for, then replace locking washer and screw and tighten.

NOTE—Frequently when an ideal adjustment has been made and all end play and wear is compensated for, the hole in the locking plate will not register with the holes by which it is to be secured. In such cases, NEVER turn the adjustment up tighter, but loosen it until the locking screw can be applied. The lock plate can be reversed on the adjusting screw to obtain a more ideal condition.

## Adjustment for Proper Mesh Between Roller Teeth and Worm Gear

This adjustment should be the last one attempted when it is desired to take backlash out of steering gear. The roller shaft has its bearing in an eccentric steel bushing and wear between the worm gear and roller may be taken up by turning this eccentric bushing so that it throws the roller into closer mesh with the worm. To do this proceed as follows:

First turn the front wheels so that they point straight ahead. Remove drag link ball from the pitman arm then remove eccentric bushing lock bolt (see Fig. 1). This releases lock. To take up wear at this point turn the lock plate (clockwise). To determine proper adjustment move the steering arm to test for play between roller and worm. No play should be felt in arm when properly adjusted, making sure the steering wheel has not been turned.

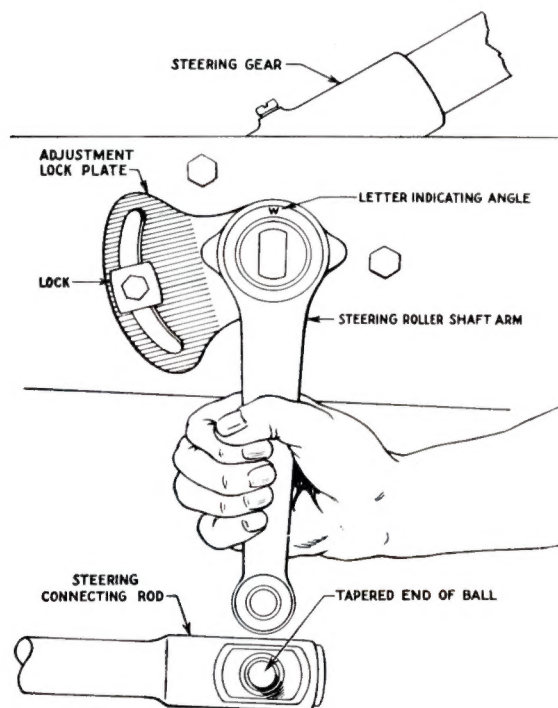


Fig. 1

ABOVE APPLIES TO MODELS:  
**ALL LINCOLN**

### EQUIPMENT USED

LINCOLN—5-Z-880 PITMAN ARM PULLER.....\$1.20  
LINCOLN—5-Z-1269 STEERING WHEEL PULLER 6.10





PAGE NO. 89

SUBJECT NO. 3503

## Steering Gear (Cont'd)

### Pitman Arm

The proper angle Pitman arm is selected at the factory during process of assembling. **With front wheels in straight ahead position and the steering wheel locked in center position**, the arm is selected which can be assembled to the steering connecting rod and the roller shaft without moving front wheels or steering wheel. If for any reason an arm is replaced, same should be replaced with an arm of the same angle, which is indicated by a letter stamped on the upper end of the arm.

Should major repairs be made, such as replacing steering gear assembly, front axle, or frame, a check should be made, making sure the Pitman arm is of the proper angle.

To determine the proper angle arm required, when arms of various angles are not available to select from, refer to Fig. 1.

Should the Arm not line up with the drag link ball, it will be necessary to select a different angle arm. If the arm extends to the rear of the ball a **lower** degree arm should be selected, or if it extends ahead of the ball a higher degree arm should be selected.

Line "A" in Fig. 1 indicates the  $6\frac{1}{2}$ " length pitman arm used on 1934-35-36-37-38 cars.  $\frac{1}{8}$ " at this point is equal to one degree in the arm.

Line "B" in Fig. 1 indicates the 8" length pitman arm used on a car previous to 1934.  $\frac{3}{16}$ " at this point is equal to one degree. Measure distance and refer to chart for selecting Arm of proper angle.

The part number of the various pitman arms is as follows:

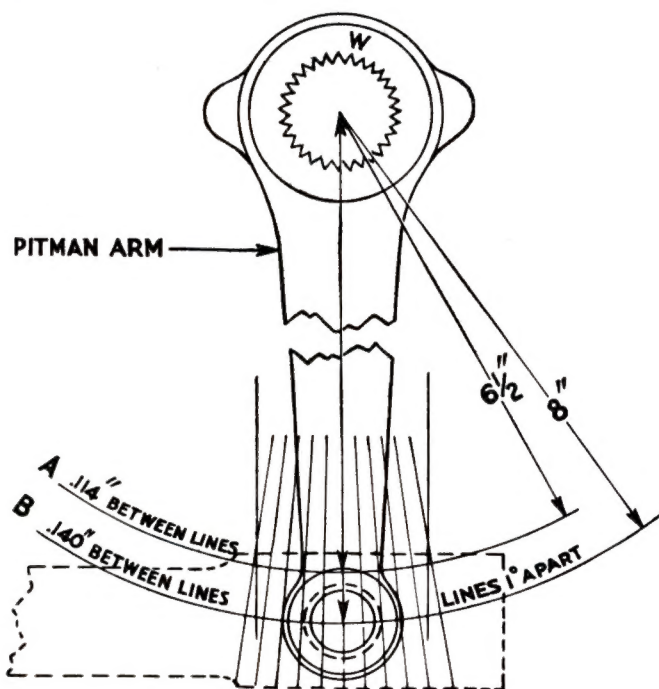


Fig. 1

Angle		Angle	
1934-1935 Cars	K-7661-N—0°	Cars Previous To 1934	K-7661-A—0°
	K-7661-P—1°		K-7661-B—1°
	K-7661-Q—2°		K-7661-C—2°
	K-7661-T—3°		K-7661-D—3°
	K-7661-U—4°		K-7661-E—4°
	K-7661-V—5°		K-7661-F—5°
	K-7761-W—6°		K-7661-H—6°
	K-7661-X—7°		K-7661-K—7°
	K-7661-Y—8°		K-7661-L—8°
	K-7661-Z—9°		K-7661-M—9°
1936-37-38 Cars			

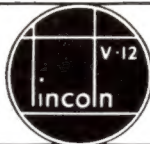
### EQUIPMENT USED

LINCOLN—5-Z-880 PITMAN ARM PULLER.....\$1.20  
LINCOLN—5-Z-1269 STEERING WHEEL PULLER 6.10

ABOVE APPLIES TO MODELS:

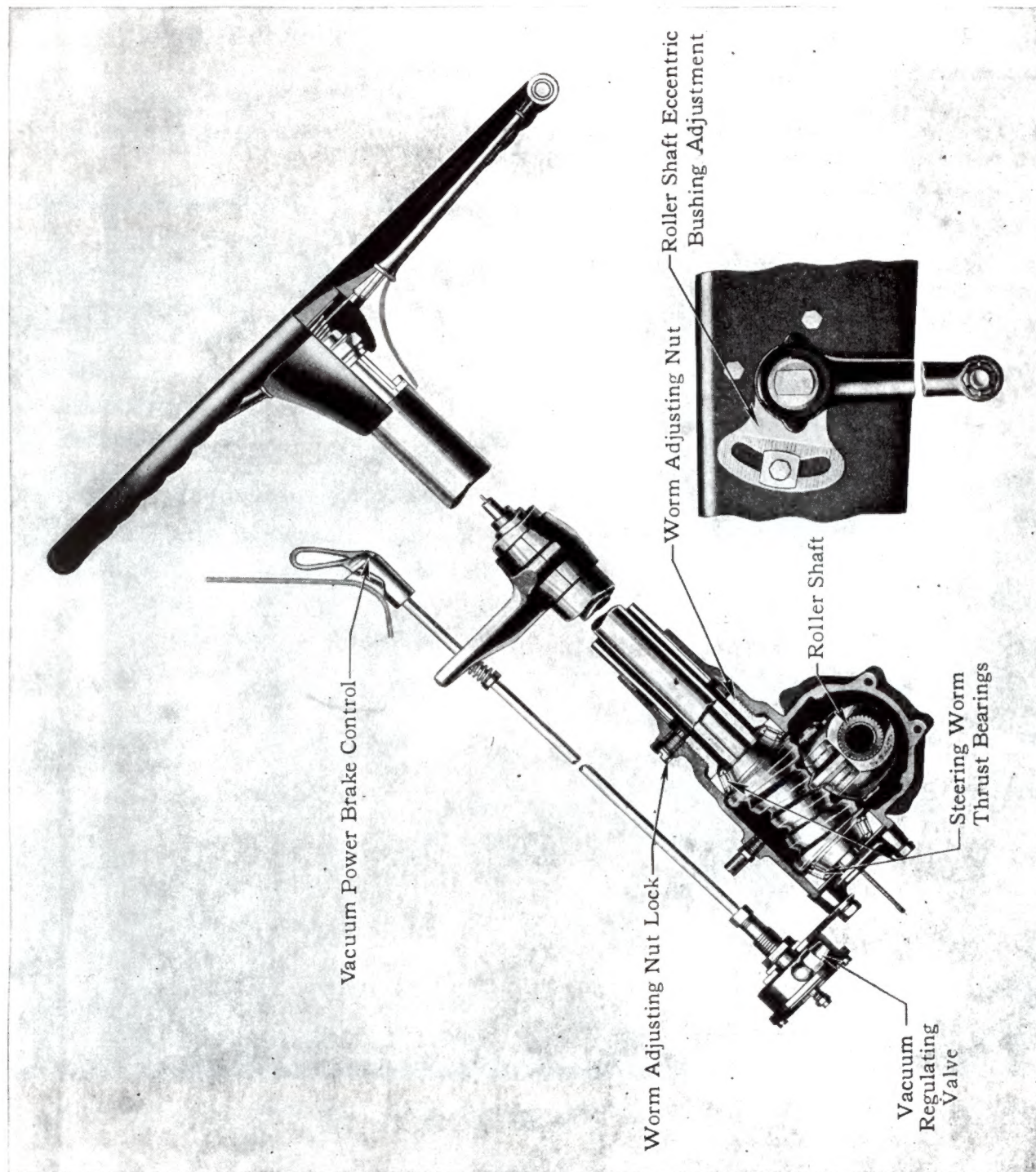
**ALL LINCOLN**





SUBJECT NO. 3503

PAGE NO. 90



1938 LINCOLN STEERING GEAR ASSEMBLY  
Fig. 2

ABOVE APPLIES TO MODELS:  
**LINCOLN 1931 TO 1938**

#### EQUIPMENT USED

LINCOLN—5-Z-880 PITMAN ARM PULLER.....\$1.20  
LINCOLN—5-Z-1269 STEERING WHEEL PULLER 6.10

April 15, 1938

Copyright 1938  
FORD MOTOR COMPANY  
DEARBORN, MICHIGAN  
All rights reserved

Printed in U.S.A.





## OFFICIAL COVER CAR STORY

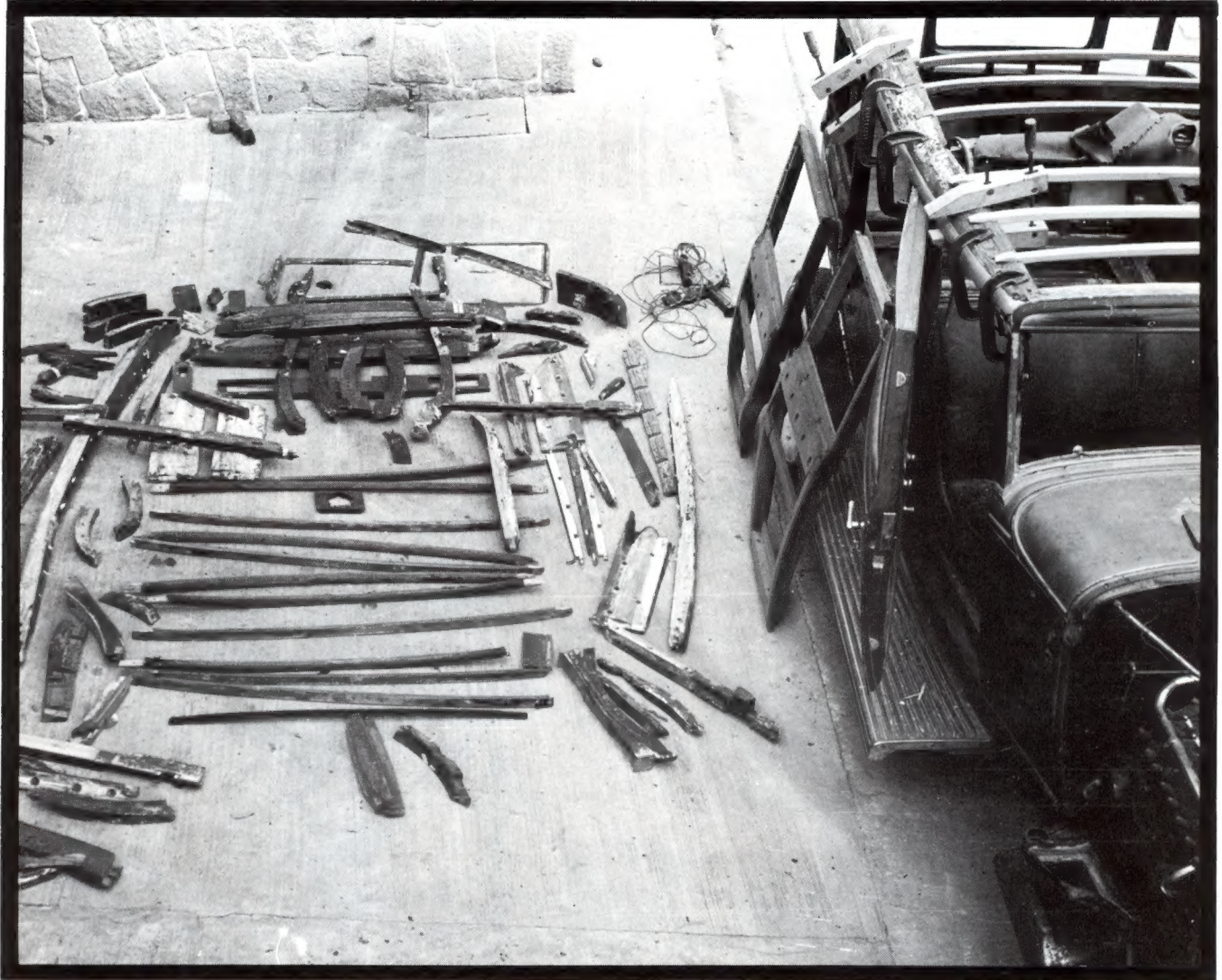
EMBASSY OF THE  
UNITED STATES OF AMERICA

Guatemala City, Guatemala

By Robert L. Shuler

This is a note from the LOC's Central American member. Greetings from the land of coffee!

Enclosed are two photos. The first is my 1928 L LINCOLN, model 163, 4 passenger sport phaeton by Lock. Maybe it is arty enough to be of interest. (See the cover photo - ed.) The second is of my 1933 KB LINCOLN, model 245, 7 passenger limousine by Willoughby. The F&B has printed many "before and after" photos. This one is a "during". Since it was taken, I've finished what I started and covered the top with canvas and hung the back doors and moved from Honduras to Guatemala.



The wood to the left in the above photo is the former home of a colony of termites, with patches of dry rot.

As for the move, the two-day trip from Honduras to Guatemala was made by the family and pets in our two LINCOLNS. I led in the '28 with my wife, Audrey, following in the '33 KB. Once, on a long mountain grade, I pulled off the road at lunchtime and waited for Audrey. She came around the curve and drifted right by. The KB's brakes had relaxed to no pedal. Audrey and daughter Robin were shouting "no brakes". I was able to jump on the running board - nice to have in such situations- and get in. Audrey was in low gear for the but didn't stop because the motor was idling. A push on the ignition off button made me a hero to Robin.



But Audrey required a long lunch hour to recuperate her nerve before setting off again.

Some thoughts on wood of possible interest to do-it-yourself members:

1. I found that all wood pieces have at least one straight side. First, after removing a piece to be replaced, mark the flat side, or one of them, and make all measurements for cutting from that surface. Second, the best tool is a bandsaw. I used a 12" bandsaw with a skip-tooth blade, always cutting from lines drawn with the flat surface as reference. Cut exactly to the size. If you have a bit extra, the structure will "grow".
2. Stay with the original cuts and design. The wood above the wheel well is two pieces in order to provide both a flat surface. Together, they are too complex a surface to duplicate, even if you have a block of wood big enough to do it all in one piece. Also, there is often a precedence by which the parts go together. Innovation can make reassembly rather difficult and waste time.
3. Sometimes it is possible to work with a group of pieces - an assembly. This is helpful since it can be done on a bench. Measure and cross-measure to assure yourself of its correct dimensions.
4. Work toward the critical surfaces with the closest attention. By critical, I mean a wood surface that joins another or is in contact with metal work. I noted in my car that the builders did occasionally use small slits of stock to make up a tight joint. These slits can be easily run off on the bandsaw.
5. Tools that I found most useful included a 3/8" and a 5/8" chisel. Long-bladed chisels are nice for two-hand work, but short blades are more accurate and control is better while using a mallet. A mechanic's rubber mallet works well, but is heavy to swing. I made do without a router. A spokeshave is very useful, and cheap. Stanley makes them with both a flat foot and a convex foot for interior curves. Cutting blades can be kept sharp by working against 180 wet-or-dry taped to a 4" square of 1/4" glass, or an old rear-view mirror. Sharpening stones develop valleys quickly and it is difficult to keep a plane blade square on an old stone.
6. Still on tools, a bit that forms a screw-hole with countersink or shoulder hole are very useful. A set for No. 6, 8, 10, and 12 screws will be of much use. I prefer the type which allows an adjustable shaft length. Use the bit on all holes to avoid split wood or worse yet, a broken screw (which is a pain to get out). With the bits, you can use zinc plated screws. Although, another route you could use to avoid breakage is to use stainless steel screws. Use a proper width screwdriver. Physics don't permit us to use a 1/2" socket on a 9/16" nut, but we can use a No. 8 screwdriver on a No. 12 screw even if it does require more effort and makes for a poorer job. Also, buy a full stock of screws and nails to avoid frequent trips to the hardware store.
7. The "40 drills for \$4.98" deal offered by Consumers Bargain Corp. included some extra long bits that are very useful.
8. Most of the time I used white glue. However, where the screws would pass through the corrosive white glue I used contact cement. I also used contact cement where the structure was light and subject to flexing. On rigid elements, use the white glue. On loose joints such as a sloppy mortise and tenon, fill with slow-dry epoxy and then tie with a set screw.
9. I had a pair of Jorgenson clamps and four heavy-duty 9" U clamps. A pair of 5" clamps would have been useful, also. A sliding wire contour marker is great for transferring curves. I put two together for long pieces.
10. Mahogany works beautifully, but hardwood is necessary in some sections. There is no white ash in Honduras, but mahogany is heavy, about 40 lbs. per square foot, and is flexible and strong. Witness its use in boat building. Top ribs, rails above the frame, and door jambs which carry the weight of the door, should be of hardwood.
11. To discourage termites, dry rot, and fungus, apply WOOD LIFE (pentachlorophenol) or white lead paint. Do so after all cutting is done to avoid irritation of the nose and skin. Paint over it, when dry, with a good grade of enamel. Apply the paint thinly except where a seal against the weather is necessary. Wood functions best when it can breathe and adapt to its environment.
12. There is a usually obvious logic to disassembly and assembly of mechanical units such as a motor. This logic is not so apparent in body wood and thus thought is required. This is especially so because the body was built by experts with an external jig. They could work from the outside inward. I found it necessary to work from the inside outwards toward the contour of the sheet metal in many places. For instance, I removed the wood from the rear of the back seat without removing the sheet metal. Therefore, in addition to the bad wood as a guide, I could fit toward the sheet metal still in place. With that done, and metal partially attached, I could remove the sheet metal on one side quarter without losing its position, replace the wood assembly with adjustments toward the metal, attach it, then move to the other side.

cont.



## OFFICIAL COVER CAR STORY CONT'D.

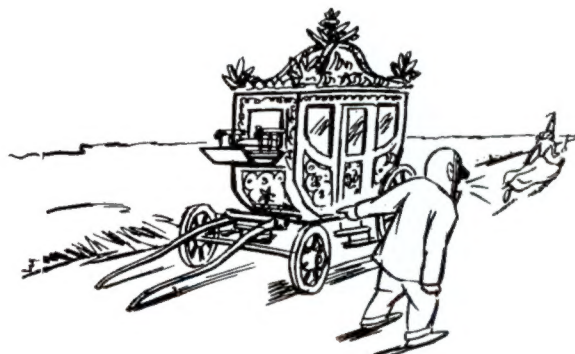
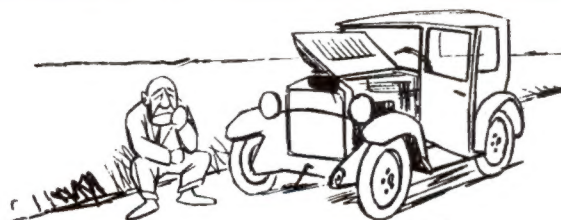
13. On the roof, cut  $\frac{1}{4}$ " plywood forms to fit the contour of the old pieces before tearing them down. The forms should reach to reference points on the sheet metal. Mark each form with its measured location. Roof ribs are different lengths, but have the same curve. Do not force fit as this will distort both the ribs and the roof frame rails.

# BRAKES

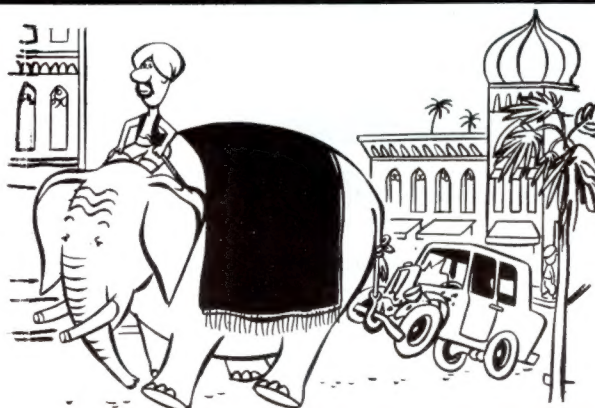
It is not often that an editor gets as natural a lead into an article as that presented by the story, Mr. Shuler told about his wife's narrow escape due to bad brakes on his KB. With this issue we were planning to run a reprint of information presented in the book **BRAKES** by Chilton Company, written by Paul Dumas and dated 1935. This is the first of a series offered as a supplement to the LOC. bulletin reprints.

### DO THIS FIRST

1. Try pedal action to see if brake system is free acting. If pedal does not snap quickly into the released position immediately after brakes have been applied, it indicates either weak or broken brake springs or friction somewhere in the system.
2. If pedal action test of a mechanical brake shows lack of freedom in system, go over it thoroughly by cleaning with solvent, loosen with some good make of penetrating oil, then lubricate all lubricatable points with oil or high-grade non-caking grease.
3. After checking and correcting as mentioned above, jack up all four wheels and check all wheel bearings for looseness. Both the front and rear wheel bearings must be properly adjusted. be sure to check and adjust wheel bearings before rather than after the brakes are adjusted. This is a very important point.
4. While the brakes are being adjusted, check the drums for eccentricity. On internal brakes a rough check may be made by turning up on the clearance adjustment untill the wheel shows just a slight drag when turned by hand. An eccentric condition of the drum will be indicated by alternate tight and loose or more drag and less drag spots, as the wheel is being turned. A tool employing dial gage or feelers will indicate the amount of eccentricity and aids in convincing the customer on the advisability of a drum renewal or reconditioning job.
5. If brakes show a tendency to chronic inequality and driver complains that the car pulls to right or left when they are applied, check for loose axle to spring bolts, loose backing plates, etc., and rusted connections in the linkage. If these do not cure the trouble, it will be advisable to check the camber, caster, and toe-in of the front axle, and reset if necessary. Brake torque causes a change in castor angle, and if one front spring is much weaker than the other, brake application cannot be equalized.



Preserve the old, but know the new.





# HEAVY TRAFFIC

## FOR SALE

1924, L 4 Passenger Sport Phaeton by Brunn, model 123, with twin spares and trunk on the rear. Car is original and in storage since 1939. Complete and running, with 20,000 original miles on it. Howard Dunlap, 751 Auburn Street, Plymouth, Mich. 48170, 313-453-6630

L parts for sale or will trade for parts I need. L screw on hub caps, 3 styles in varied condition and prices. L air compressor, incomplete \$5.00. Early L clutch assembly c.w. release bearing, \$15.00. Early L transmission tower, c.w. shift and brake lever, \$15.00. Abe Lincoln statuette (L.T. Barrick) mint \$60.00. 1927 rad. cap only dog missing, \$15.00. Crated or packaged, small items post paid.  
L parts wanted, rear bumper and inside rear view mirror assembly for 1927 L. Jack M. Durrell, Riske Creek Prov., B.C., Canada

Several used KB pistons with pins, valve springs, valves, excellent head acorn nuts, spare tire attachment, valve lifters to trade for K parts. Thomas Allen, Jr., 3718 Clearwell, Amarillo, Texas 79109

## WANTED

1923, L needs rim for 33X5 tire with both locking rings. Will trade good 1926 LINCOLN radiator shell for good 1923 LINCOLN radiator. Morris Hart, 3458 122nd. Place N.E., Bellevue, Wash. 98005 206-885-3188

Want correct Waltham clock for 1926 L. This clock fits into the speedometer housing. Would also be interested in complete unit. Want 1931 MINT hub caps for wire wheels. Bob Schill, Box 52, Hinsdale, N.H. 03451 603-336-5801

1929, 7 pass. touring needs running board trim and door sill plates. Write or call John E. Brower, 1773 Maple street, Holt, Mich. 48842 517-699-2746 (after 9 P.M.)

1930 limo parts wanted: headlights, cowl lights, horn, trunk rack, Trippe lights, Tri-lin brake light lens and plate light lens, inside mirror, outside mirror for sidemounts, windshield wiper motor and arms, side-mount lugs (4), bottom half or rosewood molding for rear window, still piece of rosewood moulding for right front door, choke knob, water pump, edge strips for floorboard section in front of shift and handbrake, and a communication system. Wesley G. Carr, 244 Ohio Avenue, West Springfield, MA. 01089 413-739-8263

1931 K 7 pass. needs both taillights, right taillight mount, hub caps, any hood latch parts, gas cap, rear lighter, horns, dist. cap cover, spark plug wire conduit clamps, one 19" wire wheel, radiator brace rods, light and throttle levers. Howard Eggenberger, 256 Glade Ave., Elmhurst, Ill. 60126 312-832-3907

Wanted, back issues of the FORK AND BLADE, any issue before May 1969. I also want the following: 1925-26 L Owners Manual, 1931 K Service Manual, 1932 KB Owners & Service Manual, and color sales literature for 1925-26, 1931, and 1932. Bob Schill, Box 52, Hinsdale, N.H. 03451 603-336-5801

Wanted for 1933 KB limo: Bendix starter assembly, rear view mirror, spare wheel side covers, parking light lens, left tail light and support, mascot, and outside door handles and locks. Robert L. Shuler, American Embassy, APO, New York 09891

1934 KA needs horn button and light/throttle levers and rings. For 1937 K need a complete steering wheel and circuit cutout. Larry L. Sage, 2875 Ostego, Pontiac, Mich. 48054 313-682-0376

I am trying to get under way with the restoration of my 1936 K, 7 pass. limo. and am interested in finding the following: Owners manual, shop manual, body manual, 1936 K service bulletins, and any other literature pertaining to the 1936 K. Good Xerox copies would be OK. Andrew D. Andrew, 5100 Poplar Ave. Suite 2510, Memphis, Tenn. 38137

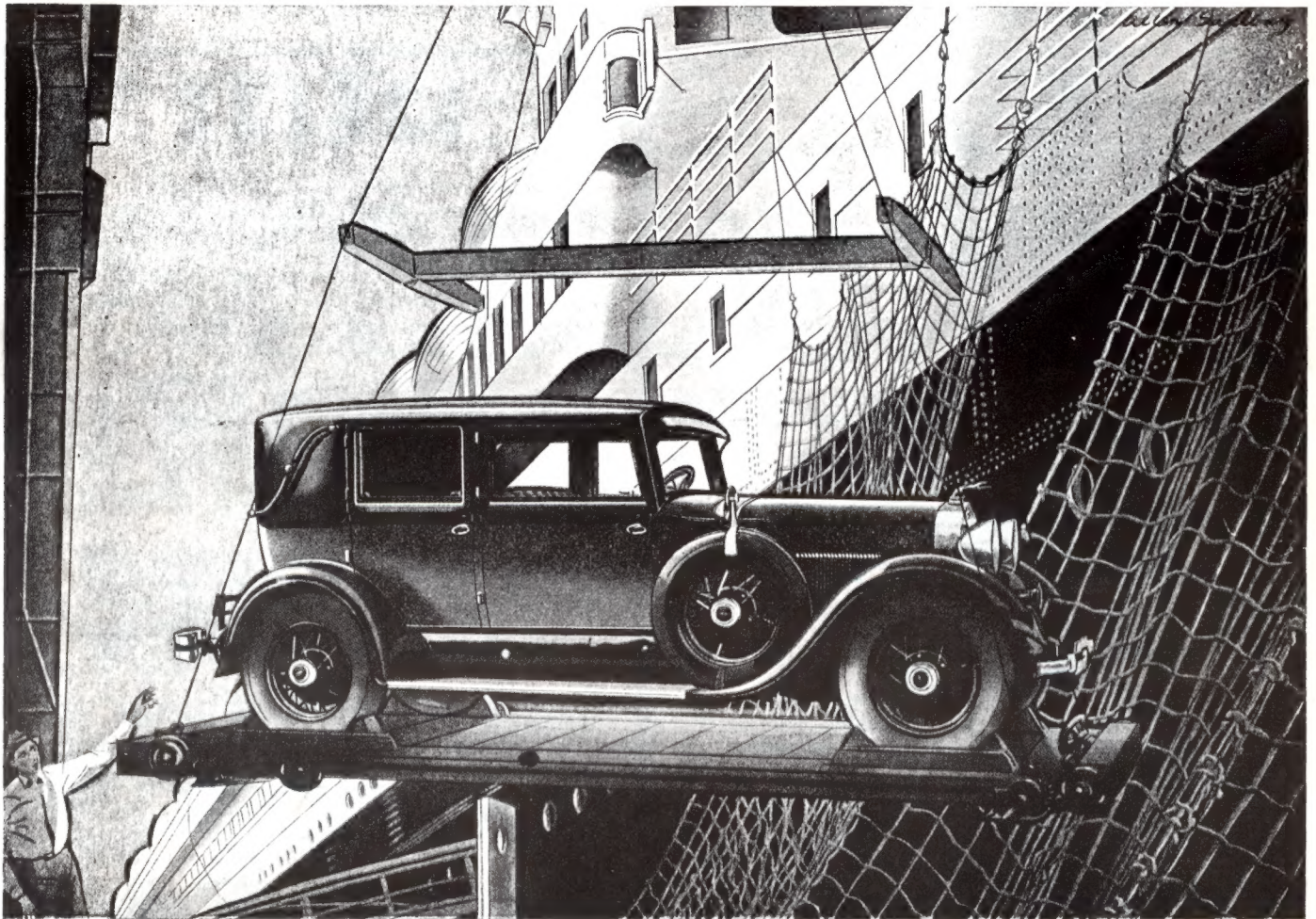
## PLEASE NOTE

Ads are free to members. To avoid errors we ask that you please print or type your ad and include your full name, full address (with zip code). We will print your phone number if you place it with your ad. Mail your ad to Joe Hordubay, Oldfields School, Glencoe, Maryland 21152. Club policy limits ads to LINCOLNS of the model L, K, KA & KB, AND K series. We will not consider Zephyrs, Continentals, late model Lincolns, or models of other makes, unless such items would be taken as trade for L - K LINCOLNS or parts.





## THE LINCOLN



THE JUDKINS TWO-WINDOW BERLINE

### *A notable and inspiring possession*

WHEREVER you choose to drive your Lincoln, on the avenues and highways of America or Europe, the passing of this motor car is a smoothly beautiful event. For the Lincoln wears always its own characteristic air of mechanical fitness and clean grace.

And this impression which the Lincoln creates is a fair symbol of the motoring excellence it brings to those who own it. Its effortless power and style, its safety and luxury, find an accepted place in the routine of their days. And their comings and goings take on an added grace from this motor car.

The deep satisfaction of owning a Lincoln is the natural result of the sound engineering skill and experience which go into its making. Built with unhurried craftsmanship in one of the famous precision plants of the world, its enduring stamina and smooth power are assured. And it is, from the first to the last of as many miles as you wish to drive it, an inspiring possession . . . "as nearly perfect a motor car as it is possible to produce" . . . the Lincoln.

*Lincoln motor cars can be purchased for as little as \$4200, f. o. b. Detroit. This price includes full equipment.*